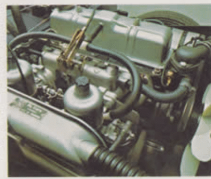




Triumph Spitfire 1500



The Triumph Spitfire 1500, a true sports car whose classic lines express the harmony of power and grace which is the car's hallmark. The Spitfire is one of the few cars that can give you the refinements of modern motoring with traditional sports car excitement. Thorough engineering and careful attention to detail combine to give genuine ruggedness and performance with remarkable comfort and safety.



The Spitfire's distinguished 1493 cc engine is incredibly strict with its fuel—but enormously generous with its power. Developing 71 b.h.p. at 5,500 r.p.m. the sharp, confident acceleration can take you up to the 100 mph mark. And steady cruising at 50 mph can give you real economy, enhanced further by the optional overdrive—up to 50.6 miles to the gallon.*

* Performance figures from Autocar.



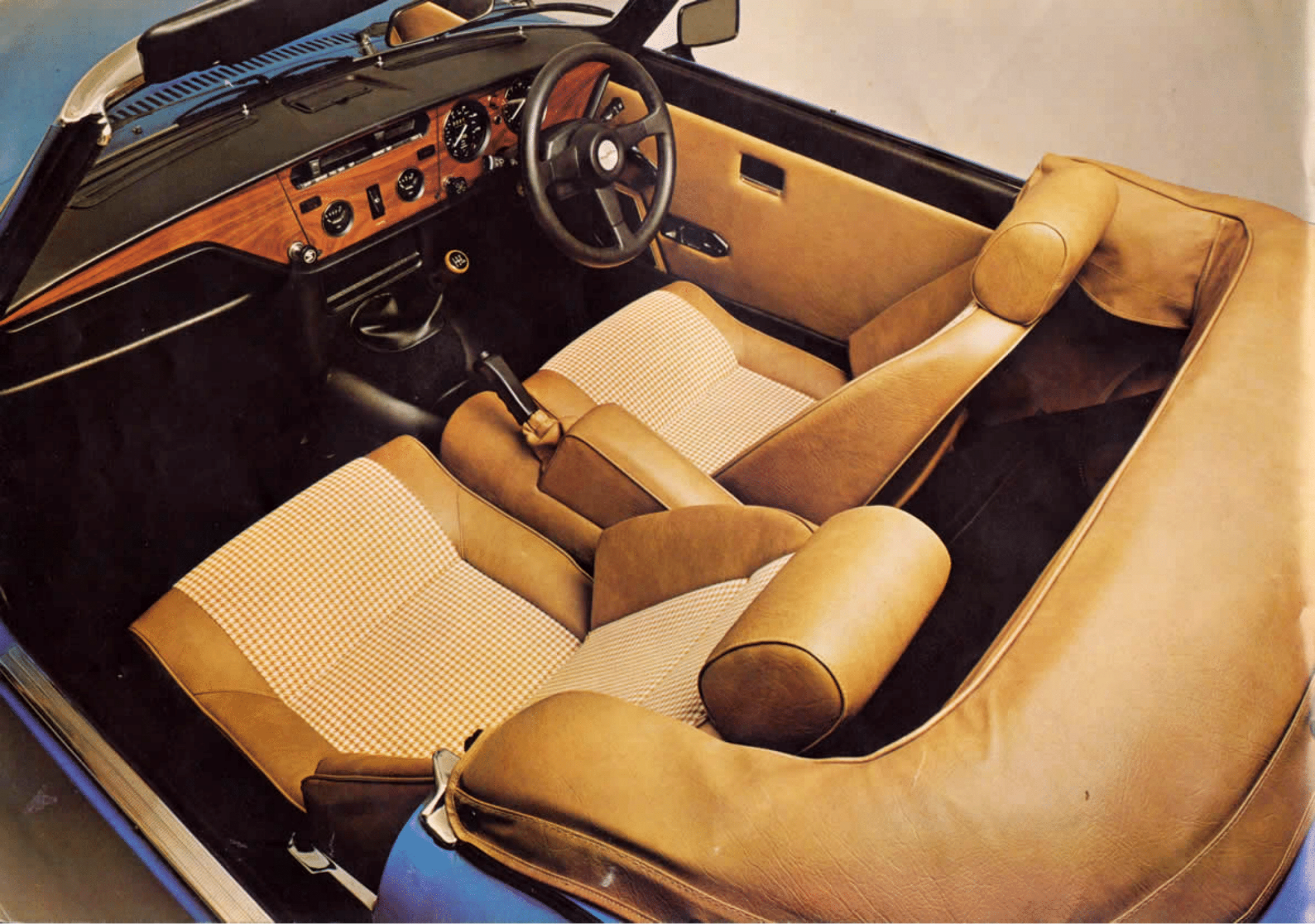


Safety and reliability are Spitfire watchwords. The all-round independent suspension, positive and accurate rack and pinion steering, radial tyres and an anti-roll bar up front—all make for cornering and roadholding both carefree and firm. And the 9 inch discs on the front wheels combined with drums on the rear give you the kind of braking power to match the Spitfire's vivid performance.

The chassis has a double backbone of braced steel. And the windscreen is laminated for extra safety. The Spitfire is built for safety throughout. It has a new matt black driver's door mirror and windscreen wipers. At the front a moulded black spoiler gives added high speed stability, and the wrap round, chromium plated bumper and plastic coated under-riders give proper impact protection.

The back, too, is protected by a wrap round bumper. Reversing lights and hazard warning lamps are standard Spitfire equipment. A generous and convenient boot with an automatic light and a full 7 cu. ft. of space is just one part of the many practical and well-designed qualities which the Spitfire has in abundance both outside and inside.





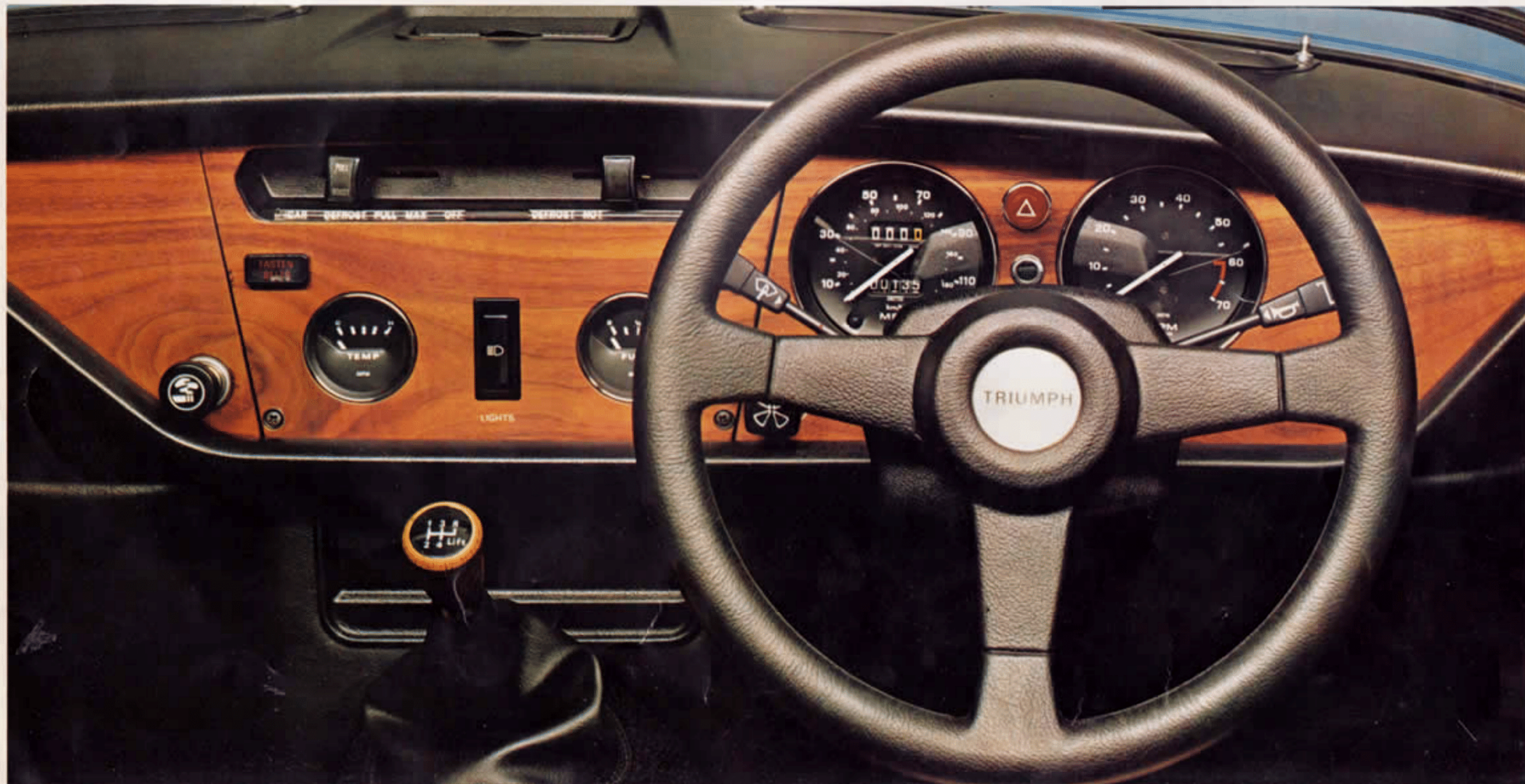
Driving in the country or town, the Spitfire gives you the pleasure of deep firm comfort. The reclining contoured seats have head restraints as standard. Seat facings are in houndstooth patterned brushed nylon fabric, trimmed in expanded vinyl fabric. True sports specification instrumentation is set into fine walnut veneer fascia, surrounded by impact absorbing padding. A full width moulded pile carpet on the



floor, two front parcel shelves, a centre arm-rest—all help give you that feeling of style and comfort. Refinements such as the interior recessed door handles, the 'Fasten Belts' warning light, a cigar lighter, padded steering wheel make up the Spitfire's outstanding attention to detail. Steering column switches control the two tone horns, side and headlights with dipping and flashing direction indicators, two speed



electric windscreen wipers with a flick wipe action and the electric windscreen washers. The gear lever and hand brake are perfectly positioned for instant action. The all-synchromesh gear change is fast and smooth and the tachometer gives you greater precision when going quickly through the gears. The Spitfire has an anti-dazzle dipping rear view mirror, inertia reel seat belts to complete your safety.





The Spitfire gives you power comfort and safety—and the open air as well. The Spitfire models offer you the choice of a hood which goes up or down in seconds, or a fully trimmed detachable hard top which converts the free and easy sports car into a refined closed coupé. Few cars these days can give you the exhilaration of open air driving and inspire confidence in restrictive city motoring.

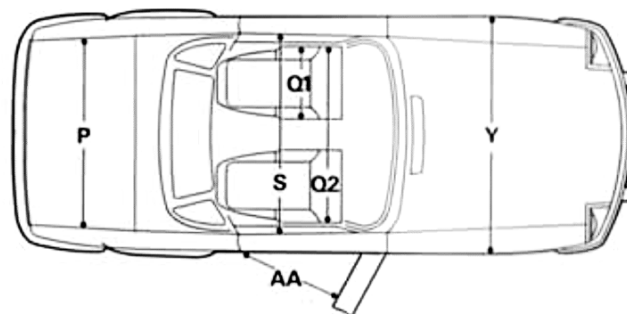
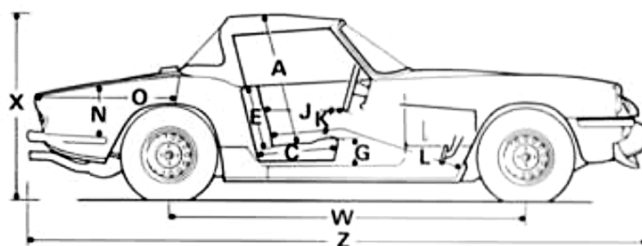
The integral hood fastens into place to make a really draught free cover. And with the two speed heater blower you can control the interior environment to suit your comfort. The hood itself has a zip around rear window and is made in tough, easily cleaned black vinyl. The snug fitting tonneau cover has a centre zip for 'driver only' open air motoring.

The Spitfire has performance, it has style. It is economical and robust. It has impeccable road manners which come from the proud traditions of the Triumph sports car—a pedigree which assures you of technical excellence and reliability with styling and appointments to appeal to the individualist. The Triumph Spitfire 1500 stands out from the crowd. It is the true sports car.



Dimensions

			in.	cm.
Front seat head room ..	A		35	89
Front seat cushion depth ..	C		20	50.8
Front seat squab height above cushion ..	E		20.75	52.7
Front seat cushion height above floor ..	G		7.5	19.1
Steering wheel to squab—max. ..	J		18	45.7
Steering wheel to squab—min. ..	J		12	30.5
Steering wheel to cushion ..	K		7	17.8
Front seat leg reach—max. ..	L		41.5	105.5
Front seat leg reach—min. ..	L		35.5	90.2
Luggage boot height ..	N		17	43.2
Luggage boot depth ..	O		22	56
Luggage boot width ..	P		48	122
Front seat cushion width—individual ..	Q1		18	45.7
Front seat cushion width—overall ..	Q2		43	109.2
Width between doors at shoulder height ..	S		45.5	115.8
Wheelbase ..	W		83	211
Overall height (hood up) ..	X		45.8	116.2
Overall width ..	Y		58.5	148.8
Overall length ..	Z		148.8	378
Door entry width ..	AA		28.5	72.5
Track at front ..			49	124.5
Track at rear ..			50	127
Ground clearance (laden) ..			4.6	11.8
Kerbside weight (approx.) ..			1750 lb	794 kg
Maximum towing weight ..			1680 lb	762 kg



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Specifications

ENGINE: Four-cylinder, push-rod overhead valve. Bore 2.9 in. (73.7 mm); stroke 3.44 in. (87.5 mm). Capacity 91 in³ (1493 cm³). Oil capacity 7 pints (4 litres). Twin SU HS4 side draught, emission controlled carburettors. 71 b.h.p. (53 kW) at 5500 rev/min*. Maximum torque 82 lbs. ft. (111 Nm) at 3000 rev/min*. Compression ratio 9.0 : 1. Mechanical fuel pump. Fuel capacity 7.25 gallons (33 litres). Pressurized cooling system, thermostatically controlled. Polypropylene fan.

CLUTCH: Diaphragm-spring, single dry plate, hydraulically actuated. Diameter 7.25 in. (184 mm).

GEARBOX: Four-speed, all synchromesh on forward gears, remote control gear lever. Ratios: 1st 3.50, 2nd 2.16, 3rd 1.39, 4th 1.00, reverse 3.99.

FINAL DRIVE: Independent rear wheel drive by splined shafts with universal joints. Rear axle ratio 3.63 : 1.

STEERING: Rack and pinion with impact absorbing steering column. 13.5 in. (343 mm) dia., three spoke steering wheel with padded rim and centre boss. 3.75 turns lock to lock. Turning circle 24 ft. 0 in. (7.3 m).

ROAD WHEELS: Pressed steel disc type with 155 SR—13 radial-ply tyres.

BRAKES: Hydraulic, dual-circuit. Front: 9 in. (229 mm) diameter discs. Rear 7 in. (178 mm) diameter drums with leading and trailing shoes.

* DIN 70020.

SUSPENSION: Front: Independent double wish-bone type with coil springs, telescopic hydraulic shock absorbers and anti-roll bar. Rear: Independent swing axle type with transverse leaf spring and trailing radius rods, and telescopic hydraulic shock absorbers.

ELECTRICAL: 12 volt, negative earth battery. Alternator. Inertia starter motor. Reversing lamps. Twin horns. Hazard warning lamps. Door-operated courtesy lamps. Map reading light. Illuminated, fascia mounted, cigar lighter. Combined ignition/starter switch incorporates steering-column lock. Multi-purpose lever on right-hand of steering-column controls horns, headlamp flasher, dipswitch and self-cancelling direction flashers. Lever on left-hand of steering column controls electric windscreen washer and two-speed windscreen wipers with flick-wipe facility. Fascia mounted master lighting switch.

INSTRUMENTS: Speedometer with distance and trip recorders. Tachometer. Water temperature gauge. Fuel gauge. Warning lamps to indicate flashers working, alternator not charging, headlamp high beam position, low oil pressure, hazard warning lamps working, seat belts not fastened, brake failure.

COACHWORK: Two-door, two-seater sports car with soft top and tonneau cover, or hard top. Steel panelled rust proofed body on a separate chassis frame. Laminated safety glass windscreen, toughened safety glass winding side windows. Front parcel shelf. Full-width walnut veneer fascia panel with padded surround. Twin sun visors. Fitted carpet floor covering. Anti-burst door locks. Dipping rear-view mirror. Exterior door-mounted mirror. Padded centre armrest. Centre ashtray.

Reclinable seats with adjustable head restraints. Seat wearing surfaces trimmed with flame retardant houndstooth patterned brushed nylon fabric with vinyl side panels. Vinyl hand brake gaiter. Single telescopic boot-lid stay. Full-width wrap round chromium-plated bumpers, with plastic coated under-riders at front. Moulded black plastic spoiler fitted under front bumper. Tread plates on door sills. Fresh air heater/demister with air blend and two-speed fan. Factory fitted inertia reel front seat belts. Passenger's vanity mirror.

OPTIONAL EXTRA: Overdrive.

PASSENGER CAR FUEL CONSUMPTION ORDER 1977

Fuel Consumption Tests

The results of the officially approved tests for this range of models in miles per gallon and litres per 100 kilometres are as follows:

Model	Urban Driving	Constant Speed			
		56 mph (90 kph)		75 mph (120 kph)	
	L/100 mpg km	L/100 mpg km	L/100 mpg km	L/100 mpg km	L/100 mpg km
Spitfire 1500 Man.	29.4 9.6	50.2 5.6	32.7 8.7		
Spitfire 1500 Man. & O/D	28.7 9.8	52.9 5.3	36.3 7.7		

Important Note

The results given above do not express or imply any guarantee of the fuel consumption of any particular car. Tests are not made on each car and there are inevitable differences between individual cars of the same model. Furthermore fuel consumption will be affected by particular modifications, by the driver's style and road and traffic conditions and by the extent to which a particular car has been driven and its standard of maintenance.

Information as to the result of officially approved tests on all cars tested is available for inspection by customers on any premises where these cars are displayed. (Effective from the 1st April, 1978.)

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